

## AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 4, line 17 with the following amended paragraph:

The brake fluid pipe 35 is used as a pathway for transferring brake fluid provided by the master cylinder 31 to the wheel cylinders 33. In case that the brake hydraulic pressure in the wheel cylinders 33 is higher than that of the master cylinder 31, the brake fluid flows from the wheel cylinder 33 to the master cylinder ~~33~~ 31 via the brake fluid pipe 35. The brake fluid pipe 35 is connected to each of the two brake hydraulic circuit systems 30a and 30b, respectively. Meanwhile, there are two types of wheel control method: one is a cross system wherein the brake hydraulic circuit 30a controls the right front wheel and the left rear wheel and the other brake hydraulic circuit 30b controls the left front wheel and the right rear wheel, and the other is a front/rear split system wherein the brake hydraulic circuit 30a controls the front wheels on both sides and the other brake hydraulic circuit 30b controls the rear wheels on both sides.

Please replace the paragraph beginning on page 5, line 10 with the following amended paragraph:

The solenoid valve 51 is actuated by an electric signal provided from an electronic control unit (ECU) 70, blocking brake fluid flow into the brake fluid pipe 35 in close state and maintaining the brake fluid hydraulic pressure applied to the wheel cylinders 33. Particularly, Fig. 1 illustrates two solenoid valves ~~5~~ 51

being opened. With the application of the solenoid valves 51, even when the driver takes his or her foot off the brake pedal 15 on the slope, the brake hydraulic pressure in the wheel cylinders 33 is maintained, and the wheels of the vehicle do not roll backward or skid on the slope.

Please replace the paragraph beginning on page 6, line 6 with the following amended paragraph:

Check valves 53, although optional components, play a role of transferring the brake hydraulic pressure generated from the master cylinder 31 to the wheel cylinders 33 in case that the driver steps on the brake pedal 15 while the solenoid valves 51 are being closed. Particularly, these check valves 53 are effective when the brake hydraulic pressure exceeds the brake hydraulic pressure of the wheel cylinders 33 because they increase the brake hydraulic pressure of the wheel cylinders 33 in response to the increased foot pressure on the brake pedal 14 15.

Please replace the paragraph beginning on page 7, line 5 with the following amended paragraph:

When the driver needs to stop his or her vehicle on a ~~slop~~ slope or the uphill side of a trail, the driver steps on the brake pedal 15 to prevent his or her vehicle from rolling backward or slipping due to the deadweight (or dead load). As a result thereof, the brake fluid inside of the master cylinder 31 is compressed and thus, the brake hydraulic pressure therein is increased. This increased brake

hydraulic pressure in turn causes the brake fluid to flow, and is transferred to the wheel cylinders 33 through the brake fluid pipe 35 and the open solenoid valves 51. The brake fluid being transferred is converted to the brake force for braking the wheels, whereby the vehicle can stop on the slope.

Please replace the paragraph beginning on page 7, line 19 with the following amended paragraph:

To climb the slope later, the driver takes his or her foot off the brake pedal 15 and steps on an accelerator pedal (not shown). Before stepping on the accelerator pedal, since the solenoid valves 51 are being closed, the brake hydraulic pressure in the wheel cylinders 33, as aforementioned, flows only to the relief valves 55 and the variable orifices 57. When the decompressing brake hydraulic pressure reaches the critical pressure of the relief valve 55, the relief valves 55 are closed, the brake fluid flows only to the variable orifices 57 having a small diameter so the vehicle does not ~~slid~~ slide on the slope. As discussed before, the decompression delay can be adjusted by changing the diameter of the variable orifice. Hence, when the driver steps on the accelerator pedal, the solenoid valves 51 are opened, and the brake hydraulic pressure in the wheel cylinders 33 is rapidly reduced, completely releasing the brake force. In this manner, the vehicle is provided with a sufficient driving force, and ready to ~~elime~~ climb the hill.